

this pendant will be accompanied by the string a ricket. This will signify that the merchant ship is to close the boat lowered by the man-of-war, whether the man-of-war remains in the vicinity of the boat or not.

(5) *Regulations with regard to Vessels' Lights.*

Notice is hereby given that, under the Defence of the Realm (Consolidation) Regulations, 1914, the following Orders have been made by the Lords Commissioners of the Admiralty and are now in force:—

In areas in which submarines or raiders may be met vessels are to be carefully darkened from sunset to sunrise and are to proceed without navigation lights. These lights must be so arranged that they can be instantly shown to avoid collision and extinguished as soon as the danger of collision is past. Navigation lights when specially ordered to be shown must be dimmed to a visibility of less than two miles—(Admiralty War Instructions for British Merchant Vessels).

1. *Masthead Lights.*—No Masthead Light of a brilliancy exceeding 2½-candle power is to be exhibited. Lights are to be shaded with plain opal glass and the reflectors are to be removed from the lanterns. Masthead Lights are never to be used unless the Master considers it absolutely necessary. The use of Masthead Lights is to be discontinued until provision has been made for their being dimmed in accordance with this Order.

2. *Side Lights.*—No Side Light of a brilliancy exceeding 8-candle power shall be exhibited.

In clear weather, and when specially ordered, 5-candle power lamps are to be exhibited.

Plain coloured glass is to be fitted to the lanterns, but where already placed dioptric lenses may be continued in use until the plain glasses can be fitted.

Oil Side Lamps are only to be exhibited if electric lights are not available.

Reflectors are to be removed from the lanterns.

3. *Stern Lights.*—No Stern Light is to be exhibited except to avoid danger of collision, and such light is to be extinguished as soon as the danger is past.

Such light shall be electric of 2½-candle power shaded with a plain opal glass and is to be controlled from the bridge.

In ships fitted with dimmers bulbs of a higher candle power may be used, but lights are not to be shown of a brilliancy exceeding that quoted in this Order, except in special circumstances, such as imminent danger of collision, thick weather or while navigating in and entering or leaving harbours, &c.; such ships are to be supplied with bulbs of the prescribed candle power, which are to be inserted and used in the lamps should the dimmers fail from any cause.

In vessels where electric light is not installed, a noil lamp or electric torch or equivalent brilliancy may be substituted.

Vessels in Convoy which on occasion necessarily have to exhibit a Stern Light are to have such lights screened so as to show not more than three points from right astern on each quarter.

This Order applies—subject to any directions that may be given in any particular circumstances by the Commanding Officer of the Con-

voy or Senior Naval Officer present—to all British Merchant Vessels, and if

(a) the owner of any British Merchant Vessel, or where such owner is a Company, the Managing Director or other responsible person, fails to provide such vessel with the lights hereby prescribed and/or the means of shading the same; or if

(b) the Master or other person in command or charge of such vessel so provided fails to comply with any of the directions in this Order stated or referred to; then such Owner, Managing Director or other responsible person, and such Master or other person in command or charge shall respectively be guilty of an offence against the Defence of the Realm Regulations.

1. *Anchor Lights.*—No electrically-lit lanterns are to be employed as anchor lights. The normal brilliancy of all other anchor lanterns is to be reduced by 50 per cent.

All anchor lanterns are to be fitted with overhead screens, so arranged as to cut off the light at an angle of between 20 and 25 degrees above the horizontal.

NOTE.—Specimen screens can be viewed at the Board of Trade Surveyor's Offices at Leith, North Shields, Hull, London, Plymouth, Cardiff, Liverpool, Glasgow and Dublin.

2. *Other Lights.*—No light, either aloft, on deck or below, except those authorised by the Admiralty Confidential Instructions, and such as may be necessary for authorised signalling purposes, are to be permitted to be visible from outboard. This applies to vessels whether under way or at anchor.

3. The above Order applies to vessels of every description, other than H.M. ships and the vessels mentioned in the succeeding paragraph, in the waters of the United Kingdom.

4. Vessels carrying volatile oil or spirits in bulk are, notwithstanding the above orders, to exhibit (in lieu of oil lamps) electrically lit lanterns not exceeding in brilliancy 50 per cent. of the brilliancy of the normal oil lamps.

*Note.*

This Notice is a revision of the former Notice quoted above.

*Caution.*

Sections (1), (3) and (5) of this Admiralty Notice to Mariners are issued under the provisions of the Defence of the Realm (Consolidation) Regulations, 1914, and failure to comply strictly with the directions contained in them will constitute an offence against those Regulations.

Any person found guilty of such an offence is liable to severe penalties both of imprisonment and fine.

Any person aiding or abetting the commission of such an offence is himself guilty of an offence against the Regulations.

Attention is also drawn to the fact that any infringement of the directions contained in sections (1), (3) and (5) of this Admiralty Notice to Mariners is liable to result in the detention of the ship or vessel.

*Authority.*—The Lords Commissioners of the Admiralty.

By Command of their Lordships,

J. F. PARRY,

*Hydrographer of the Navy.*

Admiralty, London,

12th April, 1918.